LOCAL MENTION. THE WEATHER.

Forecast Till S p.m. Tuesday. For the District of Columbia, Maryland and Virginia, fair; warmer, followed on Tuesday by increasing cloudiness and threatening weather by Tuesday evening; southerly winds.

Condition of the Water. Temperature and condition of water at 8 s.m.: Great Falls, temperature, 41; condition, 36; receiving reservoir, temperature, 46; condition at north connection, 36; condition at south connection, 36; distributing reservoir, tempera-ture, 44; condition at influent gate house, 36; effluent gate house, 36.

Tides Tomorrow. High tide. Low tide. 5:18 a.m. 5:48 p.m. 11:47 a.m. ... p. m. Special every day at J. F.Sheetz's-Choco-

lates and a Mixture of all 60c. Candy for 25c. per pound. Only one store, corner 7th and I.

Our \$1.90 Derby Hat: The value-the usual price—is \$2.50. Henry Franc & Son, cor. 7th and D.

Cabinet Photos, \$1.50 per dozen; 6 for \$1 this week. Imperial Studio, 419 9th street. J. F. Sheetz has one store, corner 7th and , where all his fine 60c. Candy is sold at 25c. per pound.

The Great Rush still continues at the Empire Carpet Cleaning Works, 631-635 Massachusetts ave. Telephone, 425. Carpets made moth-proof free of charge.

CITY AND DISTRICT. AMUSEMENTS TONIGHT.

Albaugh's Grand Opera House.—Rose and Charles Coghlan in "Diplomacy." New National Theater.-E. H. Sothern in "Sheridan; or The maid of Bath." Academy of Music.—Neil Burgess' "County Fair."

Harris' Bijou Theater .- "Just Landed." Kernan's Lyceum Theater.-H. W. Will-Universalist Church, 13th and L sts. n.w. -Lecture by Miss Anna Seaton Schmidt on "Paris and Napoleon."

Willard Hall .-- Prof. Carpenter's Lectures on Hypnotism and Mesmerism. Wonderland, 7th between D and E streets northwest.-Entertainments day and night. Lincoln Relics, 516 10th st. n.w.—Open daily except Sunday, 9 to 12 a.m. and 1 to 4 p.m. Monday and Friday, 8 to 10 p.m.

EXCURSIONS TOMORROW.

Harry Randall for Chapel Point, Colonial Beach and river landings at 7 a.m. Tally-ho coach line from 511 13th street at 10 a.m. and 2 p.m. for Arlington, Cabin John bridge and all points of interest.

Mount Vernon.-Macalester leaves at 10

A Union Thanksgiving Service. churches on Capitol Hill will be held in the and Christian Churches, the pastor of the latter being Rev. Edward B. Bagby, chaplain of the House of Representatives. Dr. F. J. Woodman is arranging a large choir for the occasion. Rev. Thomas Chalmers Easton will preach the sermon, the other pastors taking part in the services.

Goodwill Council Meets.

At the semi-annual visitation made to sovereign council officers and deputies the welcomed the officers of the sovereign council and visiting Jonadabs. Sovereign Chief H. W. Andrews spoke, highly complimenting Goodwill Council on its splendid condiing Goodwill Council on its splendid condi-tion. Addresses were made by Past Sover-eign Chief J. F. Weed, C. B. Allen of Faith Council, C. H. Mullen of Pioneer, F. Mc-Quade of Goodwill, W. Columbus of Hope, E. Batchford of Rescue and Judge S. C. Mills, founder of the order. A pleasant musical program was carried out and re-freshments were served out and re-freshments were served. freshments were served.

A large, fashionable and applausive audi-

Acting. These entertainments are designed by the management of the college to give pupils practical stage experience, to combine real stage business with theories. The work of the young people showed the success of the system and the talent of the member will be mashed.

Several local inventors have tried their close to the floor. When the fender is designing street car fenders. The morting that the member will be mashed.

Several local inventors have tried their close to the floor. When the fender is designed to the trucks. The normal position of the success of this fender is under the body of the car close to the floor. When the fender is designed to the trucks. The normal position of the car close to the floor. When the fender is designed to the trucks. The normal position of the car close to the floor. When the fender is designed to the trucks. The normal position of the car close to the floor. When the fender is designed to the trucks. The normal position of the car close to the floor close to the floor. When the fender is designed to the trucks. The normal position of the car close to the floor close to the floor close to the floor close to the floor close to the floor. When the body of the car close to the floor close to cess of the system and the talent of the scholars. The program was a long one, and was listened to with unflagging interest. It was as follows: Lecture on Goethe, Rev. C. C. Moorhart; banjo solo, Mrs. Emma Gorham; The Jealous Wife, Mr. C. A. Harbaugh; Tacitation Wiseas. Miss. 2014 baugh; recitation, Kisses, Miss Zue H. Brockett; dramatic recitation, Lady Clara Vere de Vere, Mr. J. Will Hunt; Tears, Idle Tears, Mr. A. J. Stakes; impersona-tions, Prof. Webster Edgerly; recitation, The Murderer, Miss Sadie Whitefield; Sloux Chief's Daughter, Miss Minnie Clemons; Charlotte Russe, Edna R. Ed-gerly; pantomime, F. T. Chapman; song, Mr. Reichenbach. The entertainment was concluded with a comedy sketch, "Rea Ghosts." Encores were liberally indulged.

Handled Millions of Dollars.

The Treasury Department has closed the accounts of Mr. J. C. Stoddard, who was the disbursing clerk of the eleventh census. and certified them as correct. The total amount handled by Mr. Stoddard was some llions, every cent of which was accounted for promptly and without a mis-

A Wonderful Collection of Turkish Rugs.

Rugs.

The following is a description of rug 344 in the catalogue to be sold by Dowling & Co., at their art galleries, 612 E street northwest, tomorrow at 11 o'clock:

A very rare and unique specimen of the oriential weaver's art—creamy pink center, with birds, fruit, flewers, trees, and foliage in fine combination. The border is exquiste in design and surpasses the careet Ladie. in design and surpasses the rarest India camel's hair shawls. It is an oriental work of art, the equal of which has rarely seen in this country outside of the exhibit at the Columbian exposition.

The sale will be continued the balance of the week at 11 a. m. and 3 p. m. The collection is pronounced by connoisseurs to be the finest ever sent to this city.—Advt.

Appreciated by the People.

The announcement in Tuesday's "Star," as well as subsequent announcements, that Mr. D. William Oyster had reduced the William Oyster had reduced price of choicest Elgin creamery butter from forty cents to thirty-five cents a pound was much appreciated by butter buyers, as the daily stream of purchasers to his places of business has attested. Mr Oyster's constant endeavor is to supply his patrons with the very choicest products of the dairy at the lowest possible price. Stalls: 340, 341, 342, Center Market, and 75, Western Market.—Advt.

Washington's Leading Butter Firm. Each large city has its leading butter firm, and it is universally acknowledged that Mr. Jas. F. Oyster occupies that position in Washington. 9th and the avenue. Sharpless' "Print" Butter a specialty.—Adv.

The Art Beautiful in Furniture. Lovers of the art beautiful will find much to admire in the magnificent "sample" line of high-class chamber suites just placed on exhibit at Craig & Harding's, 13th and F Exquisite suites of prima vera,

natural curly birch, red curly hogany, birdeye maple, oak, &c., in entirely new swell shapes. Considering their intrin sic beauty their prices are very low .- Advt. West Point-Annapolis Cadet Foot Ball e, Annapolis, Md., Dec. 2, 1893.

The Army and Navy Club have perfected arrangements with the Pennsylvania railroad for special train service to Annapolis on occasion of the foot ball game between west Point and Annapolis cadets on December 2.

at 5:30 p.m.-Advt.

Special Trains to Deanwood-Washington Jockey Club Races. The Pennsylvania railroad will run spectal trains to Deanwood on account of the Washington Jockey Club races, commencing on November 23, leaving 6th street station at 12:20 and 1 p.m.; returning immediately after the races. Round-trip rate 25 cents.-Advt.

trouserings, dress goods, &c., at Sloan's, 1407 G street, 10 a.m. tomorrow.—Advt.

CARS AND FENDERS.

Street Railways.

THE COMMISSIONERS' INQUIRIES.

The Experience of the Authorities of Other Cities.

THE DESIGNS SUBMITTED

The number of people reported as killed or seriously injured by traction cars has drawn attention to the necessity for some effective life and limb saving device attached to the cars. Such a device must combine durability with simplicity, be automatic in its operation and always results were reached.

Whenever the newspapers chronicle an have been dilatory, for Capt. Fiebeger has been sent to the different cities for the purpose of studying the fender problem purpose of studying the fender problem find some daylog that would appear that the purpose of studying the fender problem find some daylog that would appear that the classical course of the clas Long ago they decided that it would be impracticable for them to adopt a fender and compel the railroad companies to attach it to the cars. Such an action on their part would, it is claimed, be inadvisable, for after the fender became legal all accidents caused thereby would be directly chargeable to the Commissioners, and they would be liable to law suits. So they decided to look into the subject, and if perchance a fender was discovered that would chance a fender was discovered that would do the work they would approve it and recommend that the railroad companies adopt it. There was no disposition ever manifested by the representatives of the will bring it to their attention. railroad companies before the Commissioners when discussing this matter of fenders to refuse to comply with any suggestion made by the Commissioners regarding fenders, provided they were reliable. As one The union thanksgiving service of the of the representatives of a railroad said: "It is to our interest to have a perfect fen-Metropolitan Presbyterian Church, 4th and der. Law suits on account of injuries are B streets southeast, and will embrace the not conducive to big dividends, and the Presbyterian, Baptist, Methodist Protestant railroad companies are really anxious to find some device that will answer all requirements."

Examining Fender Designs.

The Commissioners have 'examined any number of fenders, and have witnessed several practical tests, but none of them came up to requirements. Every now and then an inventor makes his appearance at Goodwill Council, No. 9, S. of I., by the sovereign council officers and deputies the of a fender which he declares in positive are V-shaped and also attached to the truck. of a fender which he declares in positive are hall at 7th and D streets northwest was terms to be "the solution of the whole the hall at 7th and D streets northwest was terms to be "the solution of the whole the pavement. There has been no com-erowded. After the business of the evening problem." Some of these devices are so in-plaint of the fender and the subject has was completed. Worthy Chief H. P. Moore tricate that it would take a practical machinist to operate them, while others are so simple in appearance "that a child could so simple in appearance "that a child could operate it." Working models, however, do locomotive and situated about three inches not prove the efficacy of the device, and from the top of the rail. tical test made. This is usually discourag-ling to the poor inventor, and especially and the committee finally recommended a

A large, fashionable and applausive audience attended the weekly entertainment by the pupils of Martyn College of Oratory and Acting. These entertainments are designed by the management of the college to give that the member will be mashed.

clerk in the coast survey, but he is not sat-isfied with it, and has had it withdrawn for the purpose of making several improvements.

It may be interesting to know how other

cities have dealt with the subject of street car fenders. The engineer department recently wrote to a number of the large cities for information on this subject. The cir-cular letter sent out contained three questions upon which the Commissioners wish-

to be advised. "What kind of fender, or other apparatus, is used by your electric or cable cars to protect persons accidentally struck or knocked down upon the track? "Are the same satisfactory to the citi-

"Has the subject been investigated by the city authorities, and the results?" Used in Other Cities.

The city engineer of Springfield, Mass., writes that the fender used in that city consists of a two-inch plank placed in front of the forward truck, six inches in width, and is placed with bottom edge four inches above ground. It is known as the Romie is placed with bottom edge four inches above ground. It is known as the Bemis life guard, and made by a man by that name in that city. He says he has never heard any comment from the citizens regarding it, and states the matter has never been investigated by the authorities. The city engineer of Bridgeport, Conn., writes that no steps have as yet been taken

by the authorities to investigate the subject of street car fenders, for the reason that the city has neither electric nor cable

straight in front, about eight inches from that on account of the condition of our the rail, and does not act as a guard to streets and steep grades that most of the that on account of the condition of our the rail, and does not act as a guard to protect life or limb. They are not satisfactory to the citizens, and the subject has never been investigated.

Newport, R. L. writes that its cars are not protected by fenders, and the subject has never been investigated.

Submitted to the Commissioners.

has never been investigated. The only protection to the cars in Fort Wayne, Ind., is a piece of oak timber seven inches wide and one and three-fourths inches thick, fastened onto the trucks of the cars at both ends and sides. It is bound

months. No investigation of the subject has ever been made.

The city engineer of Minneapolis writes that the regular cow catcher fender, similar in shape to the one employed on steam engines is satisfactory, and the authorities have never investigated the subject. Wilmington, Del., reports but few accidents from the use of a V shaped wooden fender, and states that the authorities have

never investigated the subject. This is how New York city replies to the interrogatories, through its chief engineer:
"As the railroad companies are directly responsible for accidents, this subject has never been subject to or controlled by any ordinances. Each line either of cable or electric uses its own devices. I have no detail knowledge of the same. The com-

The street cars of St. Louis are under the supervisor of city lighting, and he replies to the queries of the Commissioners as fol-

panies are the only ones who could furnish

The electric and cable roads of this city track. However, they all use a fender Special train will leave 6th street station made of wood and iron, placed under the at 12:15 p.m.; returning, to leave Annapolis cars at an angle of about forty-five degrees with the tracks, and meeting in the center of the car; also a guard under each side of the larger cars.

To your second question, I can only sa no complaints are made by our citizens that the guards used are unsatisfactory. The subject has never been officially The fenders in use in Detroit are known

as the McGuire and Brill There has been no complaint and no investigation. The chief engineer of St. Paul, Minn., Assignee's sale of suitings, overcoatings, writes at length upon the subject of street

Assignee's sale of suitings, overcoatings, rouserings, dress goods, &c., at Sloan's, 407 G street, 10 a.m. tomorrow.—Advt.

Trustees' sale of a desirable two-story prick dwelling, numbered 234 12th street roll way.

factory. On the long truck cars which run between St. Paul and Minneapolis they have a wooden fender in front of the forward truck very much like the cowcatcher on an engine, which I should think might Various Plans for Saving Life on be of some service in pushing a person off the track and preventing them from going under the wheels. On cars that are supported on four wheels they have a kind of open frame work around the wheel base, ostensibly to push any obstruction in front of it off the track, but they are neces-sarily so high above the rail, on account of the oscillatory motion of the car, that I do not think they do any practical good. The subject has never been taken up in newspaper discussion on account of any protest from citizens, neither has the mat-ter ever been discussed in the common council nor investigated in any way by the

municipal authorities.
"I have been told that there are some patent devices, but never heard any one patent devices, but never heard any one say that they were worth anything. In fact, I have always heard the contrary sentiment expressed. If you have under-taken to investigate this subject and make a report I will be very much pleased if you will send me a printed copy." Philadelphia writes through its chief en-

gineer as follows:
"Replying to your inquiry of March 6, I liable. These are requirements hard to meet, and as yet inventive genius has not, in the opinion of the railroad men, mastered the problem.

Was atloused in the question of fenders and no special complaints have been made against the design in use. The subject has not as yet been investigated by the city authorities to my knowledge."

In Columbus, Ohio, a V-shaped fender attached to the truck of the car and hangaccident it is the signal for the "powers ing as low as possible, so as to clear the that be" to bestir themselves and talk pavement, is employed. It appears to be about fenders. It cannot be said that they satisfactory to the citizens, as there has

and find some device that would answer all requirements. But he failed to find such a device, and now the Commissioners are doing nothing. They are waiting for some one to devise a fender that will be acceptable to the several railroad companies. Consists simply of a dashboard, protected by ruthers and the prefection afforded is not at all satisfactory to the citizens. With the cable cars it is different. Nearly all of the cars are provided with a fender. It consists simply of a dashboard, protected by rutber, coming down to within a couple of inches of the rail, the board being slightly bowed and in some instances V-shaped. The cars in Albany, N. Y., have no regular feader, but board or scraper hangs within a few inches of the rails. According to the views of the city engineer this board does not seem to be of much use as a fender. Complaints are rare, and the city has never investigated the subject.

ha, Neb. There are no fenders in use what ha, Neb. There are no fenders in use what ha, Neb. There are no fenders in use what have resulted. The use of a good fenders have resulted. The use of a good fenders have resulted. cided improvement, and while the authori-ties have never investigated the subject he None of the few fenders in use in Rochester, N. Y., have been found satisfactory,

and the city has never looked into the mat-From Providence, R. I., comes the information that only the largest cars have any protector, and that consists of a cross bar

protector, and that consists of a cross bar on the trucks. The smaller ones have an arrangement shaped like a plow fastened to the truck a few inches above the track. This does not protrude beyond the platform of the car.
The electric railways in Lowell, Mass., do not use any fender. According to the report of the city engineer, the street railway company has had this matter under

consideration for some time and have been unable to find anything satisfactory to them. The company is now thinking of putting on an invention of its own.

The street railroads in Toledo use wooden fenders usually set perpendicularly in front and placed from three to five inches from

never been investigated. The cars in Indianapolis are protected by what is known as the life guard. It con-

In Boston a commission was appointed to examine into the merits of fenders for use on the West End Electric Rallway ing to the poor inventor, and especially and the committee finally recommended a dispiriting to cranks. The great trouble in getting a suitable fender has been that none of them project low enough to the pavement. As it is at present, the fenders come within a few a few inches of the rails and prevents any thing from getting under the wheels. In Cincinnati, Ohio, the style of fenders used is the same as those provided by the

Washington and Georgetown and Tenleytown railways. The Kansas City Ordinance.

An interesting letter comes from Kansas City, Mo., on the subject of street-car fenders. The city engineer, writing to Capt. Fiebeger upon this subject, says: * * * "The sub ject received the attention of the city council six years ago, and its investigation re sulted in the adoption of an ordinance upon the matter, which requires that all cars operated by cable or electricity, shall use fenders of such design, 'that they shall entirely surround the running gear of the car, and be placed so as not to be more than two inches above the surface of the street, and shall extend as far out as the platform fender used consists of frame work of metal, pointed at both ends and covered with heavy canvas, thus completely closing the running gear of the car. Another fender used is one of the same shape as the first, constructed of wooden strips. A third de-sign is the fender used upon the Market street cable cars, which is an independent fender for each truck, and consists of a metal frame with very narrow strips as side fenders and a projecting footboard as

the front fender.
"I inclose a sketch of fender, similar to Hartford, Conn., sends a similar answer. In Trenton, N. J., the old fenders used were boards about eight inches wide comping to a point in front and about five inches ing to a point. The new fenders being now ance, and in fact, while our citizens do not accomplish of the fenders now in use, I find

The Robins life guard and safety fender was recently called to the attention of the Commissioners with a view of having it adopted for the local street cars. The fenwith iron and the citizens have never com-plained about its efficacy. There have been only two persons struck in eighteen front of the car three feet. A wire netting der consists of an iron frame bolted and front of the car three feet. A wire netting covers the bottom and extends upward at Bunions a right angle and in front of the car platform, being about eight inches from the and Corns dash board. This netting is attached to the treated. frame by springs, thus preventing a person caught up by the fender from receiving any violent shock or injury. Across the front end of the car fender is a large coiled spring or pneumatic tube, five inches in diameter. A person standing on the track first comes in contact with this spring, and owing to its yielding nature, the blow struck is a cushioned one. The person struck falls toward the car, where he is caught on the wire netting without injury and carried safely until the car can be stopped.

William Hemstreet of Brooklyn, New York, submitted a fender, a description of which is as follows: A light scoop is deli-cately balanced on a shaft so that the in-stant the lower end touches an obstacle on the track the forward motion of the scoop and the lower end drops vertically to the track without pinching or punching the vic-tim. Next, the forward motion of the car at the ends of the slots pushes the scoop forward upon the ground and under the obstacle, scooping it up on the apron. Engineer Commissioner Powell is of the opinion that the most suitable fender would be one that would entirely encircle the car. He believes if the wheels of the cars are fully protected, and a pilot, circular in shape and well padded with springs or pneumatic tubes be provided, the result will be satis-

While on a recent visit to Pittsburg, Commissioner Ross saw a fender which pleased him very much. It was in the form of a platform, well padded and extending in front of the car several feet. If a man be struck he is thrown on the platform. He proposes to look further into the matter.

Death of Mrs. Johnson. brick dwelling, numbered 234 12th street some answered before. I delayed, however, to have some talk with the street railway authorities on the subject, but, while they have given the matter some attention on account of the heavy damages they have per cent. Frank T. Rawlings, 1505 Pennsylvania avenue.—Advt.

protect people from account and taken henry will regret to learn that death has again entered her family circle and taken from her an only and elder sister, Mrs. Sarah Jane Johnson. Mrs. Johnson was a most estimable lady, endeared to all who knew her.

Cardinal Newman and his Times.-The lecture to have been delivered by A. J. Faust last night upon "Cardinal Newman and his Times" was postponed until next Sunday evening. The lecture will be under the auspices of the Sodality of St. Patrick's Church and will be illustrated with stereop ticon views of persons and places connected with the cardinal's career. It will be delivered in Carroll Institute Hall and the tickets purchased for last night will be good.

Prof. Carpenter's lectures at Willard Hall have been exciting a good deal of interest and his experiments in mesmerism and hypnotism have been amusing and entertaining. Some of the subjects have been easy to place under control, while others have readily suc-cumbed. These lectures will continue each night, and the large audiences that have

doubt, continue.
Universalist Church.—Tonight, at the Uni-Criversalist Church.—Tonight, at the Universalist Church, corner 13th and L streets, the first of a series of lectures will be given for the benefit of the National Homeopathic Hospital. The subject this evening will be "Paris and Napoleon," and the lecturer will be Miss Anna Seaton Schmidt, who delivered the same lecture last winter with decided success. She will present many handsome stereopticon views.

greeted Prof. Carpenter thus far will, no

THE COURTS.

Equity Court, Division 1, Chief Justice Bingham.
Saturday—Penn agt. Penn; order to pro luce child in court. Equity Court. Division 2, Justice Hagner

Saturday—Fleet agt. Nichols; C. M. Smith and W. L. Cole, appointed trustees to sell. Osborn agt. Whalen; exceptions to answer sustained, leave to amend. Ohio National Bank agt. Carpenter; injunction denied. Circuit Court, Division 1, Justice Bradley. Saturday—Cain agt. C. and P. Tel. Co.; demurrer to declaration. Rees agt. Mantz; motion for judgment granted—appeal. Westmotion for judgment granted—appeal. West-ern National Bank agt. Lewis; motion for security for costs overruled ard judgment. Cook agt. Smith; motion for new trial. Stanley et al. agt. Page et al.; order for commission. Greenwich agt. Brightwood Railway Company; motion to amend grant-ed. David agt. McEnen; motion for judg-ded. David agt. McEnen; motion for judged. David agt. McEuen; motion for judg-ment. Sheridan agt. Bell; demurrer sustained, leave to amend. Burns agt. Wheat-field; marshal authorized to sell personal property. Claffin agt. Houghton Manufac-Circuit Court, Division 1, Justice Cox.

Saturday-Chapman agt. Dante: motion for new trial overruled on terms. Hoffman for new trial overruled on terms. Hollman agt. Weller; motion for new trial granted on defendant ad.nitting plaintiff's prima facie case and payment of costs. Lewis agt. Hamburg-Bremen Fire Insurance Company; motion by defendant for new trial filed. Blundon agt. Charlion; demurrer to place of statute of limitations sustained, and filed. Blundon agt. Charlion; demurrer to plea of statute of limitations sustained, and leave granted to withdraw demurrer and join issue. Sharp agt. Gannan; demurrer sustained and leave to amend. Heiskell agt. Lodge et al.; demurrer overruled and judgment for plaintiff. United States agt. Collins et al.; first plea stricken out and demurrer to second and third overruled. Peck agt. Heurich, Baum, Tobriner and Mattingly (four cases); leave to plaintiff to take proof orally in New York and New Jerssy, and appointing Albert Harper commissioner therefor. Mackey agt. Bruce; missioner therefor, Mackey agt. Brace motion for return of deeds replevined de nied, replevin quashed, notice of appeal.
Poore agt. Washington Gas Light Company; motion for new trial allowed unless
\$400 be remitted by defendant. Seitz agt Talty; demurrer sustained and leave to plead in ten days. Blanchette agt. Moss. motion for new trial. Kelly agt. Wiggins, leave to plead statute of limitations.

Hunt Down the Slasher! To the Editor of The Evening Star:

When an epidemic threatens a city the authorities "rise to the situation," leaving nothing undone to resist its ravages. if protection be due to physical conditions should not the same rule extend to these of a mental nature?

All over the city women and children are unnerved, many to almost nervous prostra-tion, through the terrorizing of the diabolical wretch who makes such havoc in our Now I ask why in the name of all most

sacred to us do not the Commissioners offer a round reward for the apprehension of the If our detectives and police cannot cope with the subject why not import from a neighboring city some one that is used to "al sorts and conditions of men?" N. 66 Ups and Downs."

Their First Smoker. The Stenographers' Association gave the first of a series of monthly "smokers" at its rooms, 612 14th street, last Saturday even-

The members attended in force and pleasant evening was spent "Royal Eagle" tags, and "Grand" Cut plug wrappers are now redeemable. Se circulars.-Advt.

PPOSITIVE PROOF OF ITS POWER. HOOD'S SARSAPARILLA. HOOD'S SARSAPARILLA.

HOOD'S SARSAPARILLA. HOOD'S SARSAPARILLA.

PURIFIES THE BLOOD. CURES THE SEVEREST CASES OF SCROFULA No form of scrofula is more dreaded, more te nuclous, or more difficult to cure than goitre, or swellings in the neck, often growing to enormous running sores. The fact that Hood's Sarsaparills cures this severest form of Scrofula, absolutely proves its great merit as a blood purifier.

"Garnerville, N. Y., April 17, 1893. "C. I. Hood & Co., Lowell: Mother has de rived such marvelous benefit from Hood's Sarsaparilla that she wants me to write about it. A year PAINS AROUND HER HEART And dreadful faint feelings. Then her neck began

to swell and became very unsightly; she could not keep anything on her stomach; she was rapidly running down, and we were very anxious abou her. We read of a case of goltre cured by Hood's Sarsaparilla, and she decided to try this medicine she had taken one bottle the swelling be gan to decrease; she continued with the medici and has continued to improve till she has REGAINED PERFECT HEALTH

And strength. She weighs 185 pounds and our whole family can truthfully say Hood's Sarsapa rilla is a blessing to mankind. We believe it saved mother from the grave." Miss GERTRUDE SLAUSON, Garnerville, N. Y.

HOOD'S PLLS cure Constipation by restoring the peristaltic action of the alimentary canal.

RED, ROUGH HANDS.

Bad complexion, baby blemishes and falling hair prevented by CUTICURA SOAP. Most effective skin purifying and beautifying soap in the world, as well as purest and sweetest of toilet and nursery soaps. Only cure for pimples because only preventive of clogging of the pores. Sold every-

25C.

PROF.J.J.GEORGES&SON, CHIROPODISTS 1115 Pa. ave., 8 to 6 p.m. Sundays, 9 to 1 p.m.

Dermatine A Lotion for the Skin.

Clears the skin. Whitens the skin. Softens the skin. Smoothes the skin. Cures chapped skin. Removes black-heads. Sold only by us. Two sizes, 25c. and 50c. bot.

W. S. Thompson, Pharmacist, 703 15th st.

DR. HEPBURN IS THE ONLY PHYSICIAN IN THE CITY

racticing Dermatology exclusively. Eczema, Tet-ter, Acne, Pimples, Blackkeads, Freckies, Red-ness of the Noce and Cheeks, Birthmarks, Moles, Superfluous Hair and all discases of the Skin, Hair and Scalp skillfully and permanently removed.
Offices in Mertz's Building, cor. F and 11th sts.
Consultation free. oc5-8m New York Sun.
PRESIDENT CARNOT, When entertaining at the Elysee Admiral Avelan and the Russian navy officers, was anxious to offer them as

fine a wine as France could produce, and for that purpose he selected the Montebello .- Advt. Sole agent for Washington, N. W. Burchell, 1325 F st.

AMUSEMENTS.

A WONDER-WORKING Quarter is the 25 cents invested in a box of

Beecham's

LOWEST PRICED CLOTHINGSALE

a medicine that in numberless cases will give reli-

On Record. Crowded All Day.

We never sold so much Clothing before at ANY time of year as during the past six days—and no WONDER. We are closing out the entife stock of a big Baltimore firm that has FAILED. Thousands of sults and Overcoats, as handsome and perfect us human hands can build, are going for less money than the CLOTH cost that's in them. We've had great sales BEFORE-but this breaks the RECORD

Suits and Overcoats Less Than Cost.

Men's English Melton Overcoats, in dark gray and brown, \$5.40. Guaranteed pure every FIBER. These Coats cost the manufacturer \$7.50, and wholesaled at \$8.25

Men's English Melton Overcoats, \$15-made to sell for \$25. Men's Black Melton Double-breasted Overcoats, \$8.40. Worth and sold everywhere at

Men's Fine Black Cheviot Double-breasted Suits, \$7.45. 600 Men's Suits, in Scotch Cheviots, in ported Worsteds and Cassimeres, now mark-

ed \$16, \$18.50 and \$22, will go at \$12 for Boys' Knee Pants, 4 to 13 years......20c. Boys' Extra Quality School Suits \$1.98 Boys' Over-oats, 4 to 14 years.......\$1.83 Boys' Long Pants School Suits......\$3.98 Boys' Lorg Pants Dress Sults......\$5.98 Boys' 2-piece School Suits......\$1,48 Child's Suit, extra pants to match \$1.20

H. Friedlander & Bro.

11 CORNER 9TH AND E N.W.

Make comparisons if you've any doubts that NO OTHER house DOES, EVER DID, or EVER WILL

SAKS AND COMPANY.

UP WITH THE QUALITY. DOWN WITH THE PRICE

ETTING THE PRICE eternally working on.—
We've reacher pan" in our \$15 grade of

\$15 instead of \$18 and \$20 some

The best of it is we are able to fit

Our Long, Full Back Coats are

for \$15 as for \$55 .-- Why shouldn't they be? The patterns are ours --- But they drop the quality, too. solid, substantial worth—and all

AKS AND COMPAN 1 Only Complete Outfitters in Town. PA. AVE. AND 7TH ST.

Diamonds Half Price.

Securing that New York jeweler's stock of Diamonds at 50c. on a dollar was indeed a lucky stroke-lucky for us and lucky for you, for your fifty cents is as big as a dollar. Bankrupt Price, \$10.

Ours, \$5. 3 Handsome Marquise Diamond Bankruqt Price, \$40. Ours, \$20. 6 Solitaire Diamond Rings. Bankrupt Price, \$50. Ours, \$25. Bankrupt Price, \$50.

Ours, \$25. Jacobs Bros., 1229 PA. AVE. Mrs. M. J. Hunt.

1309 F Sr. N.W., Has just received a case of FINE FANCY BASKETS. Which, together with her stock of BRIC-A-BRAC, offer attractions for decorative art, to Also a complete line of FINE HANDKERCHIEFS.

CITY ITEMS.

Buy Sugar This Week. Granulated Sugar, 5 cents. A sugar, 5 cents. Extra C Sugar, 41-2 sents. Cut Sugar, 6 cents. Powdered Sugar, 6 cents. Four X Sugar, 61-2 cents.
All goods delivered free and punctually to

501 and 503 Seventh st. n.w 1620 14th st. n.w. 3104M st., Georgetown. 815 H st. n.e. Stands in all markets. NEWTON H. BOWMAN,

Telephone, 848. (n20-sit) Are You In It? Perhaps!

But You Are Not Unless You Buy From JOHN RUDDEN, The Accommodator,

Furniture, Carpet, &c., On

"Time" Payments at "Bottom" Prices.

513 Seventh street northwest.

What We Claim. That we sell for cash That you can't get lowest prices except for cash (are we correct?). That our expense being low, we cut the price. (Don't you see?) That we have no bad accounts, which our customers have to help make up (here is where the credit man has to pile on the price, and the credit man has to pile on the price, and the credit man has to pile on the price. man has to pile on the price, and everybody understands this). We refund the money on anything not as represented. (Can you ask any more?) We claim to do business right and you have no reason to doubt most

right and you have no reason to doubt what we tell you. Try us. GRASTY (The Pusher). Furniture, Carpets, Matting, China, Glass, Cutiery, Tin, &c., for cash. Two stores, 1510-12 7th st., bet. P and Q. n20-2t Only \$14.98

For a \$50 Improved High Arm Singer Sewing Machine, warranted five years, with full set of attachments, at Oppenheimer's,

\$2 quality. Higher grades proportionately ow in price. It Henry Franc & Son, cor. 7th and D. Royal Headache Powders, 10c. Free Trial Samples at all Druggists. oc 25-m,w,f&stf

Our \$1.48 Cardigan Kult Jackets.

Single and Double Breast-are the usual

S. Heller, 720 7th st. n.w., is making a specialty in Ladies' and Chiliren's Hair Cutting and Shampooing; also cures Dandruff.

\$55.00 Sewing Machines Selling Now at \$19.50.

Warranted for five years. Oppenheimer's, 514 9th n. w. Sewing Machines for rent and repaired.

Elixir Babek cures all malarial diseases.

\$1.63

BUYS LADIES'

\$4 AND \$5

SHOES FOR A FEW DAYS LONGER. FLENTY OF SIZES FROM 1 TO 4. A AND B WIDTHS. SOME LARGER SIZES STILL LEFT.

THESE SHOES HAVE PROVED WORTH THE PRICES FOR WHICH FORMERLY SOLD, BUT THE MANU-FACTURER THEREOF HAVING GONE UP ON THEM AGAIN, AND, THERE-FORE, WE ARE DETERMINED TO CLOSE THEM ALL OUT WITHIN THE

HERE IS THE CHANCE OF YOUR LIFE TO GET A STRICTLY FINE BOOT FOR THE SMALL SUM OF

\$1.63.

THE WARREN SHOE HOUSE

The Rush

why shouldn't it when we are offering our stock of DRY GOODS, &c., without reserve preparatory to a change in business January 4, at COST FOR CASH, and in many instances at half price?

As an illustration of the great bargains to be as an illustration of the great bargains to be had here read these prices:

20c. a yard for the choice of a lot of 38-inch Allwood Suitings, in plain colors, plaids and mixtures, that were 50c.

70c. lastead of \$1 for "R. & G.." "H. & S." and Thomson's Glove-fitting Corsets, in black or white. white.
A lot of last season's style Wraps that were \$10, \$17 and \$20 reduced to \$5, \$8.50 and \$10. New

Johnson Luttrell,

"Reliable" Furs.

You are more liable to be fooled in buying furs than anything else, and it behooves you to buy them where you know the quality is reliable. We guarantee the quality of ours.

Neck Scarfs, 83 and up.

Black Coney Capes, \$18 and up.

Gray Krimmer Capes, \$20.

Black Astrokhan Capes, \$22.50.

French Skunk Capes, \$37.50 and up.

Black Martin Capes, \$50 and up.

Persian Lamb Capes, \$70 and up.

Black Scalskin Jackets, \$150 and up.

Willett & Ruoff, 905 Pa. Ave.

Got the Bost. THE CONCORD HARNESS. 497 Penn. ave., adjoining National Hotel.

Austrian China Made in imitation of DRESDEN. The decoration

Horse Blankets and Lap Robes at low prices.

Made in imitation of DRESDEN. The decorations and shapes are perfect and can hardly be distinguished from genuine Dresden ware, but prices are less than one-half those of real Dresden china.

We quote a few prices:

CANDLESTICKS, 50c. EACH.

CREAM PITCHERS, 75c. UP.

OLIVE SHELLS, 20c. EACH.

CUTS AND SAUCERS, 75c. EACH.

CRACKER JARS, \$1.50 EACH.

SALADS, \$2.75 EACH.

Other articles proportionately low. SALADS, \$2.75 EACH.

Other articles proportionately low.

No trouble to show goods, and though you should not desire to purchase, you need feel no hesitancy in asking to be shown our stock.

SEE OUR \$1.50 UMBREILA STANDS.

M. W. Beveridge, IMPORTER OF POTTERY AND PORCELAIN, nl5 1215 F AND 1214 G STS. HIGH-CLASS LAUNDRY WORK.

COLLAIS, 2c. CLFFS, 4c.

LACE CURTAINS LAUNDERED WITH SUPERIOR
FINISH AND LOOK FQUAL TO NEW.

CALLED FOR AND DELIVERED.

YALE STEAM LAUNDRY.

Uptowa office All 100 by

Uptowa office, 514 10th st. a.w. Office and Works, 43 G st. a.w. Telephone 1092.

RAILROADS

RAILROADS.

BALTIMORE AND OHIO RAHLROAD.
SCHEDULE IN EFFECT NOV. 13, 1836.
Leave Washington from station corner of New Jersey avenue and C street.
For Chicago and Northwest, Vestibuled Limited express trains 11:30 a.m., 8:15 p.m.
For Cincinnett, 8t. Louis and Indianapolis, Vertibuled Limited 3:30 p.m., express 1:50 aught.
For Pittsburg and Cleveland, express daily 11:30 a.m.
and 8:40 p.m.
For Pittsburg and Cleveland, express daily 11:30 a.m.
For Lexington and Staunton, 11:30 a.m.
For Winchester and Way Stations 15:30 p.m.
For Laray, Natural Bridge, Roanoke, Knoxville, Chattanooga, Memphis and New Orleans 11:10 p.m.
daily; Sleeping Cars through.
For Laray, 3:30 p.m. daily.
For Baltimore, week days, x3:35, 5:00, 6:35, x7:15 (8:00, 45 minutes), x8:05, 8:30, x9:30 (10:00, 45 minutes), 3:25, x4:28, 4:31, x5:00, x5:20, 5:35, x6:20, 6:30, x8:00, 8:15, x9:00, x9:50, x11:30 and 11:35 p.m. Sundays, x3:35 (8:00, 45 minutes), x8:05, x9:30 (3:00, x9:50, 10:00, x11:30, x11:30 a.m., x12:15, x1:30 and 4:28 p.m. Sundays, x3:35 and 8:30 a.m., x12:15 and 4:28 p.m. Sundays, x3:36 a.m., x1:15, 14:30, x5:30 p.m.
For Frederick, 11:30 a.m., x1:15, 14:30, x5:30 p.m.
For Hagerstown, 11:30 a.m., and 55:30 p.m.

p.m. For Hagerstown, 11:36 a.m. and 15:30 p.m. For Boyd and way points, *7:05 p.m. For Gaithersburg and way points, 16:00, 18:00, *10:00 a.m., 112:45, 18:35, 14:33, *5:35, *7:06, *9:40, *11:30 p.m. For Washington Junction and way points, *10:00 a.m., *1':15 p.m. Express trains stopping at principal stations only, '4:30, '5:30 p.m. ROYAL BLUE LINE FOR NEW YORK AND PHILADELPHIA.

For Philadelphia, New York, Boston and the East, daily 3:35, 8:00 (10:00 a.m., ex. Sun. Dining Car), (12:00 Dining Car), 3:00 (5:00 Dining Car), 8:00 (11:30 p.m. Sleeping Car, open at 10:00 o'clock).

O'clock).

Buffet Parlor Cars on all day trains.

For Atlantic City, 10:00 a.m. and 12:00 noon.

Sundays, 12:00 noon.

Except Sunday. *Daily. *Sunday only.

Except Sunday. *Daily. *Sunday only.

Except Sunday. *Daily. *Sunday only.

Express trains.

Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 and 1351 Pa. ave., and at Depot.

R. B. CAMPBELL, CHAS. O. SCULL.

Gen. Manager. Gen. Pass. Agt.

CHESAPEAKE AND OHIO RAILWAY.

CHENAPEAKE AND OHIO RAILWAY.

Schedule in effect November 19, 1803.

Trains leave daily from Union station (B. and P.). 6th and B sts.

Through the grandest scenery in America with the handsomest and most complete solid train service west from Washington.

2:00 P.M. DAILY—"Cincinnati and St. Louis Special"—Solid Vestibuled. Newly Equipped, Electric-lighted, Steam-heated Train. Pullman's finest sleeping cars Washington to Cincinnati. Indianapolis and St. Louis without change. Dining car from Washington. Arrives Cincinnati. 7:55 a.m.; Indianapolis, 11:30 a.m., and Chicago, 5:30 p.m.; St. Louis, 7:00 p.m.

11:10 P.M. DAILY—The famous "F. F. V. Limited." A solid vestibuled train with dining car and Pullman sleepers for Cincinnati. Lexington and Louisville, without change; arriving at Cincinnati 6:30 p.m.; Lexington, 6:15 p.m.; Louisville, 9:50 p.m.; Indianapolis, 11:20 p.m.; Chicago, 7:30 a.m., and St. Louis, 7:45 a.m., connecting in Union depot for all points.

10:57 A.M. DAILY—For Old Point Comfort and Norfolk, Only rail line.

2:00 P.M. DAILY—Express for Gordonsville. Charlottesville, Waynesboro', Staunton and principal Virginia points; daily, except Sunday, for Richmond.

Pullman locations and tickets at company's of-

Pullman locations and tickets at company's of-fices, 513 and 1421 Pennsylvania avenue. H. W. FULLER, n20 General Passenger Agent.

RICHMOND AND DANVILLE RAHROAD.

RICHMOND AND DANVILLE RAHROAD.

SAMUEL SPENCER, F. W. HUIDEKOPER AND REUBEN POSTER, RECEIVERS.

Schedule in effect November 19, 1833.

All trains arrive and leave at Pennsylvania Passenger Station, Washington, D. C.

8:00 a.m. daily. Local for Danville and intermediate stations, and through conches for Front Royal and Strasburg daily, except Sunday, and connects at Lynchburg with Norfolk and Western stations westward daily.

11:01 a.m., Richmond and Danville fast mail.—Daily for Lynchburg, Danyille and for principal points south on Richmond and Danville system, including Anniston and Birmingham, also Opelika. Columbus, Montgomery, Mobile and New Orleans. Pullman Sleeper New York and Washington to Atlanta, uniting at Greensboro' with sleeper for Augusta. tigusta, 4:45 p.m.—Daily for Chariottesville and inter-

10:43 p.m.—Daily for Chariottesville and intermediate stations.

10:43 p.m.—Daily. WASHINGTON AND SOUTH-WESTERN VESTIBULED LIMITED, composed entirely of Pullman Sleepers and Dining Cars, and runs to Atlauta, Montgomery and New Orienns, with Pullman Buffet Sieeper through New York and Washington to New Orleans, via Montgomery, and New York to Augusta. Also New York to Asheville and Hot Springs, &c. Pullman Sleeper Washington to Memphis via Birmingham. No coaches. TRAINS ON WASHINGTON AND OHIO DIVIS ION leave Washington at 9:10 s.m., 4:35 p.m. daily for Round Hill, and 6:25 p.m., except Sanday, for Harricon and transport rive Washington 8:30 a.m., 2:45 p.m. daily from Round Hill, and 6:53 n.m. daily, except Sunday,

from Herndon only.

Through trains from the south arrive Washington 7:13 a.m., 2:55 p.m. and 8:30 p.m.; Manassas Division, 8:30 p.m. daily, except Sunday, and 8:40 a.m. daily from Charlottesville.

Tickets, Sleeping Car reservations and information furnished at offices, 511 and 1300 Pennsylvania ave., and at Passenger Station, Pennsylvania Railrond, Washington, D. C.
W. H. GREEN, Gen. Man.

W. A. TURK, Gen. Pass. Agt.
L. S. Brown, General Agent Passenger Dept. a20

L. S. Brown, General Agent Passenger Dept. n20
PENNSYLVANIA RAHLROAD.
STATION CORNER OF 6TH AND B STREETS.
IN EFFECT NOVEMBER 19, 1803.
11:05 A.M. FAST LINE—For Pittsburg, Parlor Cars to Pittsburg.
11:05 A.M. FAST LINE—For Pittsburg, Parlor Cars to Pittsburg.
11:05 A.M. PENNSYLVANIA LIMITED.—Pullman Drawing and State Room, Steeping, Dining, Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis and Cleveland, Buffet Parlor Car to Harrisburg. Sleeping and Dining Cars, Harrisburg to St. Louis, Cincinnati and Chicago AND ST. LOUIS EXPRESS.
Pullman Buffet Parlor Car to Harrisburg. Sleeping and Dining Cars, Harrisburg to St. Louis, Cincinnati and Chicago and Harrisburg to Ceveland.
Dining Cars to Chicago and Harrisburg to Ceveland.
Dining Car to Chicago and Harrisburg and Dining Cars Harrisburg to Cincinnati.
10:40 P.M. SOUTH-WESTERN EXPRESS.—Pullman Sleeping Car to St. Louis and Sleeping and Dining Cars to Pittsburg and Buffet Sleeping Car Harrisburg to Chicago.
250 A.M. for Kane, Canandalgua, Rochester and L. S. Brown, General Agent Pass

ing Car to Pittsburg and Buffet Sleeping Car Harrisburg to Chicago.

7:50 A.M. for Kane, Canandaigua, Rochester and
Niagara Falis daily, except Sunday.

11:05 A.M. for Williamsport, Renovo and Elmira
daily, except Sunday. For Williamsport daily,
3:15 P.M.

7:10 P.M. for Williamsport, Rochester, Buffalo and
Niagara Falis daily, except Saturday, with Sleeping Car Washington to Buffalo.

10:40 P.M. for Eric, Canandaigua and Rochester
daily; for Buffalo and Niagara Falis daily, except Saturday, with Sleeping Car Washington to
Rochester.

Rochester.
FOR PHILADELPHIA, NEW YORK AND THE EAST.

4:00 P.M. "CONGRESSIONAL LIMITED," all Parlor Cars, with Dining Car from Baltimore, for New York daily, for Philadelphia week days.

7:20, 9:00, 9:40 (Dining Car) and 11:00 A.M., 12:15, 2:30 (Dining Car), 3:15, 4:20, 10:00 and 11:35 P.M. On Sunday, 7:20, 9:00, 11:00 A.M., 12:15, 2:30 (Dining Car), 3:15, 4:20, 10:00 and 11:35 P.M. For Philadelphia only, Fast Express 7:50 A.M. week days. Express, 2:01 and 5:40 P.M. daily.

daily.

for Boston, without change, 7:50 A.M. week days and 3:15 P.M. daily.

for Battimore, 6:25, 7:20, 7:50, 9:00, 9:40, 11:00, 11:05 and 11:50 A.M., 12:15, 2:01, 2:30, 5:15, 4:00 Limitedb, 4:20, 4:36, 5:40, 6:14, 7:10, 10:90, 10:40, 11:15 and 11:35 P.M. On Sunday, 7:20, 9:00, 9:05, 11:00, 11:05 A.M., 12:15, 1:15, 2:01, 2:30, 3:15 (4:00 Limitedb, 4:20, 5:40, 6:14, 7:10, 10:00, 10:40 and 11:35 P.M.

for Pope's Creek Line, 7:20 A.M. and 4:36 P.M. daily, except Sunday. daily, except Sunday.

For Annapolis, 7:29, 9:90 and 11:50 A.M. and 4:20
P.M. daily, except Sunday, Sundays, 9:00 A.M. and 4:20 P.M. and 4:20 P.M. for Richmond and the South, 4:30 and 10:57 A.M. 3:46 P.M. daily. For Richmond only, 7:10 P.M. 3:46 P.M. daily. For Richmond only, 7:10 P.M. week days.

Accommodation for Quantico, 7:45 A.M. daily and 4:25 P.M. week days.

For Alexandria, 4:30, 6:35, 7:45, 8:40, 6:45, 10:45 A.M., 12:01 neon, 1:00, 2:11, 3:28, 4:25, 5:00, 5:37, 6:15, 8:02, 10:05 and 11:38 P.M. On Sanday at 4:30, 7:45, 5:45, 10:45 A.M., 1:00, 2:43, 6:15, 8:02 and 10:05 P.M.

Leave Alexandria for Washington, 6:05, 7:05, 8:00, 9:10, 10:15, 11:17, 11:44 A.M., 1:00, 2:08, 3:00, 5:05, 5:45, 6:13, 7:00, 7:20, 9:15, 10:52 P.M.

2:08, 5:05, 7:00, 7:20, 9:15 and 10:52 P.M., 12:08, 5:05, 7:00, 7:20, 9:15 and 10:52 P.M.

Ticket offices, northeast corner of 18th street and Pemisylvania avenue and at the station, 6th and B streets, where orders can be left for the checking of baggage to destination from hotels and resistences.

DENTAL Specialism.

Universal proficiency is impossible in any one man. The one dentist who attempts all the branches of the profession cannot possibly attain the proficiency and skill of the "special-There are many branches of den-tistry we operate them all and have an expert "specialist" in charge of No matter what you require in the way of dental service we guarantee you the very best attention and most skillful trentment.

Our \$8 sets of Teeth received the highest award at world's fair. Extracting, 25c.; with gas or Zone, 50c.; cleaning, 75c.; silver fillings, 75c.; gold, according to size. Very BEST TEETH, \$8.00 set. Crown and bridge work a specialty.

Dental · Do Ass'n.

BALTIMORE OFFICE NEAR DUPONT CIRCLE, 1620 N street northwest.

Old tand of J. T. Walker,

S. M. PREVORT, General Passenger Agent, General Manager, n18